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**Z-2530**  
**MGH HOTELS, LLC**  
**HAMPTON INN & SUITES PLANNED DEVELOPMENT**  
**GB TO PDNR**

**STAFF REPORT**  
**JULY 11, 2013**

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**REQUEST MADE, PROPOSED USE, LOCATION:**

Petitioner, represented by attorney Daniel Teder, is requesting PDNR zoning on approximately 2 acres in the City of West Lafayette for a 4-story Hampton Inn & Suites hotel containing 105 rooms with a 105-space parking lot. The property is located at the southwest corner of the intersection of State Street and Tapawingo Drive, West Lafayette; Wabash 19(SE) 23-4 and Wabash 20(SW) 23-4.

**ZONING HISTORY AND AREA ZONING PATTERNS:**

The subject property is currently zoned GB as are the remaining undeveloped, non-floodplain properties on this block bounded by State Street, Tapawingo Drive and S. River Road. Apart from the FP zoned properties in the central portion of the block, three relatively recent rezone actions have taken place on this block. The most significant is River Market Planned Development, zoned PDMX and approved in 1999, which continued the urban mixed-use transformation of the Levee begun with Wabash Landing just a few years earlier. The other rezones include the Speedway planned development Z-2242 (zoned PDNR and approved in 2005) and the Cochran rezone (Z-2409 and approved in 2009) which established R4W zoning for a preexisting apartment building.

**AREA LAND USE PATTERNS:**

The property is currently undeveloped as is property to the west. To the north is city-owned property that has been improved with landscaping and a welcome sign. Farther to the north and northwest are the River Market Planned Development and a Speedway gas station. To the northeast, across State Street, is Wabash Landing. To the south and east, across Tapawingo Drive, is city parkland and trailheads for the Wabash Heritage Trail.

**TRAFFIC AND TRANSPORTATION:**

State Street is classified as a primary arterial according to the adopted *Thoroughfare Plan*. Vehicle counts recorded in 2011 reveal that State Street east of the Tapawingo Drive intersection is the busiest gateway entrance into the central business district area of West Lafayette with over 26,000 vehicles entering per day (the busiest overall entrance into the city is the US 52 eastbound entrance east of Klondike Road with around 28,000 vehicles per day). A portion of existing INDOT right-of-way, all of which is being transferred to the city once US 231 opens, is being vacated along State Street

to accommodate this project in order to draw the hotel as close to State Street as possible while reserving enough right-of-way for future needs and protecting access to the many underground utilities present along this side of State Street.

Parking for the project is located behind the building and is accessed via a right-in-right-out entrance off of State Street and a full-access entrance off of Tapawingo Drive. Bicycle parking for guests, employees and visitors is accommodated by a fully-enclosed bicycle storage room located just inside the main entrance to the hotel. An existing bus stop, located at the intersection of State Street and Tapawingo Drive on the project's corner, will continue to remain in its general location after the project is completed. The existing 10-foot asphalt trail along the project's Tapawingo Drive frontage will also remain post-construction.

### **CIVIC SPACE:**

Anticipated with the project's final detailed plans, a new public plaza space will be created on the project's corner at the intersection of State Street and Tapawingo Drive. The space is largely within the public right-of-way except for a small area along the southeast corner of the hotel and State Street frontage, which will be placed into a public access easement for the city's use. The developer will be financially responsible for establishing the "canvas" of the plaza (grading, retaining walls, etc...) while the city will be financially responsible for filling in the "canvas" by designing, building and maintaining the elements that will fill this unique civic space.

### **ENVIRONMENTAL, SIGNAGE AND UTILITY CONSIDERATIONS:**

City utilities and Indiana American water are available to serve the site. The Flood Plain zoning that encumbered a small portion of the project's site, including the to-be-vacated right-of-way, has been addressed through the floodplain certification process, approved earlier this year while the project was being negotiated. Signage for the project is limited to two fascia signs (one on the corner facing the intersection and one on the rear of the building above the porte-cochere) and two monument signs (one at the Tapawingo Drive entrance and one at the State Street entrance – with the final location of State Street monument sign to be determined and approved by the city, given the right-of-way constraints and final design of the proposed plaza.

### **STAFF COMMENTS:**

The Hampton Inn & Suites Planned Development is located at the most heavily traveled gateway intersection into the central business district area of West Lafayette. The challenge for this project from the beginning was to establish a strong urban architectural presence, proper to an urban gateway location, while accommodating the topographical challenges found on the site.

The block bounded by State Street, Tapawingo Drive and S. River Road is essentially a large bowl with the street and sidewalk grade considerably higher than the average grade found throughout the interior of the block. Where past projects, such as River Market Planned Development, set the building back from the street and created a drive loop in front of the building in order to accommodate the grade difference, the Hampton

Inn project instead has intentionally pulled the building as close to street as possible; essentially building the hotel into the slope and keeping the vehicular environment completely behind the building. The reason for doing this was threefold: First, there is a much clearer and safer separation between the pedestrian and vehicular environments. Second, the building establishes a strong, urban pedestrian orientation to the street, proper to an urbanizing environment like the Levee. And third, the building's position allowed for the creation of a new public plaza space which further emphasizes the pedestrian environment over the vehicular environment while providing a new welcoming gateway opportunity space for the city.

The Levee plays an important role between our community's two downtown environments. Via the pedestrian bridge, it ultimately serves to knit together the two central business districts of downtown Lafayette and the Chauncey Village downtown in West Lafayette resulting in a continuous downtown experience from one central business district to the other. The transformation of the Levee from a scattering of low-density, suburban-styled commercial strips to a vibrant, mixed-use urban center began in the late 1990's with Wabash Landing and River Market. Other more recent projects such as State Street Towers and University Terrace have continued this transformation, establishing buildings with a firm, urban pedestrian orientation and high quality architecture.

The Hampton Inn & Suites Planned Development is a vitally important piece of this larger urban mosaic for it will be one of the first buildings to be seen when entering into West Lafayette at this busy intersection. With a strong attention to appropriate site layout, architectural detail and the inclusion of a large welcoming public plaza space, the Hampton Inn & Suites Planned Development has risen to the challenge staff set before it and has provided the City of West Lafayette a valuable and attractive anchor to this important gateway location.

**STAFF RECOMMENDATION:**

Approval, contingent on meeting all requirements of UZO 2-28-10 for submission of Final Detailed Plans, signed off by those noted in that section to include:

1. All sheets (other than preliminary plat) that make up the approved Preliminary Plan;
2. PD construction plans per UZO Appendix B2-2;
3. A final plat per UZO Appendix B-3-2 as applicable;
4. Appropriate surety submitted with final detailed plans;
5. With the submission of the Final Detailed Plans, the Final Plat shall contain a city maintenance and public access easement over those areas of the public plaza that lie within the hotel's property boundary;
6. Final design and location of the monument signage for the project shall be subject to the approval of the Administrative Officer as part of the Final Detailed Plan approval;
7. As private signage is not permitted in the right-of-way, the proposed monument sign along the project's State Street frontage must be located on

- the hotel property, but may have a zero-foot setback from the property line. Plans shall be amended accordingly and the final location of this monument sign shall be approved by the Administrative Officer as part of the Final Detailed Plan approval;
8. Item #9 in the Project Narrative (Sheet C901) concerning the pedestrian plaza shall be amended as follows: “As an enhancement to the streetscape in the area, and to provide both a focal point for this Project and a welcoming gateway opportunity space for the city, a public pedestrian plaza (“Plaza”) will be created at street level as generally shown on the plans (this level will actually correspond generally to the second level of the Building). With design and construction approval by the Administrative Officer, the hotel ownership shall be responsible for bearing the cost of the grading work, any necessary utility relocation work as well as installing retaining walls, railings, grass seeding and other items and features deemed necessary by the Administrative Officer to establish the space on which the public plaza shall be constructed. The city shall be responsible for the costs of the design, construction and maintenance of the plaza and of the features that shall fill the plaza space including but not limited to planters, landscaping, hardscape, seating, lighting, etc...”.